	11 M	THE NO	RTH
COMPTROLLER'S REPORT For the Fiscal Year, ending 31st October	er, 1855.	HARNETT COUNTY. Polls, 1,447 Acres Land, 286,213 Valuation do, \$320,441	
Statement E.—(Continued.) FORSYTH COUNTY.		Do Town Property, GROSS TAX.	876 10
Polls, 1,847 Acres Land, 214,265 Valuation do, \$677,358		Town Property, Poll,	1 84 554 65 49 20
Valuation do, D. Town Property, GROSS TAX.	812 83	Interest Received, Dividend and Profit, Lawyers, Physicians, &c,	1 00 5 00
Town Property, Poll.	196 06 741 20 881 05	Mortgages, Deeds, &c, Gates, Pistols and Knives,	10 00 7 00
Interest Received, Dividend and Profit, Lawyers, Physicians, &c,	20 82 82 00	Gold Watches, Silver do,	21 00 15 50 5 00
Morigages, Deeds, & ', Stud Horses, Capital in Trade,	36 66 80 00 15	Pianos, Plate, Pleasure Carriages,	2 75 126 53
Gates, &c, Pistols and Knives, Gold Watches,	6 00 9 00 48 00	Merchants' Capital, Circuses, &c.,	40 00 80 00
Silver do, Pianos,	43 00 48 00 1 00	Total amount,	\$1,275 07
Plate, Pleasure Carriages, Playing Cards	75 50 8 00 25 00	Polls, 614 Acres Land, 88,311	
Bowling Alleys, Merchants' Capital, Pediars,	367 78 30 00	Valuation ditto, \$218,215 Ditto Town Property, 11,025	
Taverns, &c, Circuses, &c, Retailers and other Liquor Venders,	70 00 80 00 40 00	Land, Town Property,	261 86 13 23 234 00
Arrears for 1858,	\$3,618 14	Poll, Interest Received, Dividend and Profit,	24 00 45 00
GATES COUNTY.	\$0,010 11	Lawyers, Physicians, &c., Morigages, Deeds, &c., Stud Horses,	6 00 6 00 81 00
Polls, 2,466 Acres Land, 169,295		Gold Watches, Silver do.	2 00 3 50 2 00
Valuation ditto, Ditto Town Property, GROSS TAX.	gad I .	Pianos, Pleasure Carriages, Merchants' Capital,	12 50 71 80
Land, Town Property, Poll,	666 97 12 69 986 40	Pedlars, Taverns,	95 00 20 00
Interest Received, Dividend and Profit,	444 39 25 80 31 00	Total amount,	●327 89
Lawyers, Physician, &c., Mortgages, Deeds, &c., Stud Horses,	7 00 18 00	Polls, 1,174 Acres Land, 316,108	
Gates, &c, Pistols and Knives,	2 50 12 00 1 00	Valuation do, \$658,750 Do Town Property, 27,741	
Dirks and Canes, Told Watches, Silver do,	69 00 19 00	Land, Town Property,	799 33 83 29
Pianos, Plate, Pleasure Carriages,	14 00 4 50 60 50	Poll, Interest Received, Lawyers, Physicians, &c,	469 60 135 81 22 00
learne Cards, lerchants' Capital, 'edlars,	233 68 110 00	Mortgages, Deeds, &c, Stud Horses,	13 00 62 00 10 00
averns, ircuses, &c.	20 00 15 00 20 00	Gates, &c, Pistols and Knives, Gold Watches,	6 00 27 00
etailers and other Liquor Venders, rivileged Voters, provers,	2 80 20 00	S.lver do, Harps, Pianos,	11 00 2 00 19 00
Total amount,	\$2, 806 73	Plate, Pleasure Carriages,	1 73 61 50 75
GASTON COUNTY.		Playing Cards, Merchants' Capital, Pedlars,	163 22 66 59
Acres Land, 215,307 Valuation ditto, \$615,059 Ditto Town Property, 8,788		Taverns, Retailers and other Liquor Venders,	80 00 70 00
GROSS TAX.	747 29	Total amount,	\$2,058 88
own Property, oll, nterest Received,	10 54 640 44 801 14	Polls, 2,327 Acres land, 195,406	
awyers, Physicians, &c., origages, Deeds, &c.,	14 00 4 00 12 50	Valuation ditto, \$599,963 Ditto Town Property, 77,021 Gross Tax.	
tud Horses, ates, &c, old Watches,	2 00 25 00	Land, Town Property.	725 15 92 43
lver do, anos, late,	13 50 6 00 2 25	Poll, Interest Received, Dividend and Profit,	909 60 795 33 265 02
leasure Carriages, laying Cards,	62 00 3 25 150 78	Lawyers, Physicians, &c., Mortgages, Deeds, &c., Stud Horses,	51 00 11 28 30 00
etchants' Capital, edlars, averns,	30 00 30 00	Pistols and Knives, Dirks and Canes,	9 00 50
rcuses, &c, etailers and other Liquor Venders, uctioneers,	50 00 70 00 2 80	Gold Watches, Silver do, Panos,	97 00 17 25 37 00
Total amount,	\$2,177 45	Plate, Pleasure Carriages,	· 118 50
GREENE COUNTY.		Playing Cards, Bowling Alleys, Merchants' Capital,	1 00 25 00 458 72
Acres Land, 169,749		Taverns, Circuses, &c., Retailers,	10 00 10 00 60 00
Valuation do, \$576,860 Do Town Property, GROSS TAX.	689 83	Patent Medicines, Drovers,	5 00 20 09
own Property,	17 07 827 20 248 39	Total amount,	\$3,793 38
nterest Received, hvidend and Profit, awyers, Physicians, &c,	1 05 26 00	Polls, 1,755	
lorigages, Deeds, &c, tud Horses, hatols and Knives,	5 00 5 00 21 00	Acres land, 153,941 Valuation ditto, \$586,415 Gross Tax.	
orks and Canes, old Watches, ilver do,	1 00 54 00 15 25	Land, Poll, Interest Received,	704 37 702 00 119 31
ianos, leasure Carriages,	5 00 88 50	Dividend and Profit, Lawyers, Physicians, &c, Morigages, Deeds, &c,	1 50 30 00 19 00
lerchants' Capital,	143 24 125 00 20 00	Stud Horses, Pistols and Knives,	14 00 25 00
Firenses, &c. Tetatlers and other Liquor Venders, Tenders of Carriages,	55 00 50 00 60 00	Gold Watches, Silver do, Harps,	37 00 14 50 2 00
Drovers, Drugs and Medicines,	10 00 2 56 18 50	Plate, Pleasure Carriages,	1 00 2 55 50 00
urpentine Distilleries, Total amount,	\$2,488 59	Merchants' Capital, Pedlars,	462 73 60 00
GUILFORD COUNTY.		Retailers and other Liquor Venders, Patent Medicines,	160 00 5 00
Polls, 3,270 Acres Land, 384.667 Valuation ditto, \$1,407,917		Total amount,	\$2,409 96
Ditto Town Property, 175,044 GROSS TAX.	1,717 41	Polls, 2,979 Acres Land, 342,148	
Town Property,	210 05 1,863 84	Valuation ditto, \$873,771 Ditto Town Property, 32,671 Gross Tax.	
nterest Received, Dividend and Profit, awyers, Physicians, &c.,	826 44 59 22 142 00	Land, Town Property,	1,048 52 39 20
fortgages, Deeds, &c., stud Horses, ap:tal in Trade,	31 02 49 50 54 20	Poll, Interest Received, Lawyers, Physicians, &c,	1,191 60 492 87 27 00
ristols and Knives, fold Watches,	19 00 107 00	Morigages, Deeds, &c, Stud Horses, Gates, &c.,	21 00 120 00 75
ilver do, lanos, late,	63 50 22 00 12 60	Pistols and Knives, Gold Watches,	2 00 72 00
Pleasure Carringes, Playing Cards, Serchants' Capital,	205 50 21 75 545 70	Silver do, Pianos, Pleasure Carriages,	32 00 15 00 181 50
'ediars, 'averns,	80 00 80 00	Playing Cards, Merchants' Capital, Pedlars,	8 50 232 32 30 00
ircuses, &c., nsurance Companies, ollateral Descent,	75 00 200 00 130 04	Retailers and other Liquor Venders, Patent Medicines,	18 44 2 00
Total amount,	\$5,945 77	Total amount,	\$3,534 70
GRANVILLE COUNTY.		Polls, Acres Land, 1,719	ж 1
Acres Land, 413,519 Valuation ditto, \$1,342,117 Ditto Town Property, 104,006		Valuation do, \$309,410 Do Town Property, 13,360	
and, Gross Tax.	1,674 47	Land, Town Propercy,	608 39 16 04
own Property, foll, interest Received,	126 00 2,477 80 1,359 25	Poll, Interest Received, Lawyers, Physicians, &c,	687 60 218 64
awyers, Physicians, &c., lorigages, Deeds, &c.,	35 91 104 00	Morigages, &c, Stud Horses,	15 00 4 00 21 00
tud Horses, apital in Trade.	33 00 35 00 110 69	Pistols and Knives, Dirks and Canes, Gold Watches,	17 00 50 39 00
istols and Knives, old Watches, ilver do,	19 00 183 00 42 25	Silver do, Pianos, Plate.	9 00
lanos, late, leasure Carriages,	103 00 26 00 388 50	Pleasure Carriages, Merchants' Capital,	95 00 33 95
laying Cards, erchants' Capital.	8 (4) 643 32	Taverns, Circuses, &c, Retailers and other Liquor Venders,	5 00 60 00
edlars, averus, rcuses, &c.,	180 00 40 00 60 00	Venders of Carriages, Auctioneers, Turpentine Distilleries,	30 00 4 00
etailers, apital in Liquor Traffic, ollateral Descent,	60 00 41 79 317 74	Total amount,	\$1,903 82
Total amount,	88,068 72	JOHNSTON COUNTY.	
HALIFAX COUNTY.		Polls, 3,576 Acres Land, 487,894 Valuation ditto, \$833,315	3,41
Polls, 5,453 Acres Land, 417,336 Valuation do, \$1,570,333		Ditto Town Property, 29,716 Land, 29,716	600
Do Town Property, 61,697		Town Property, Poll,	999 97 85 66 1,423 10
and, own Property, oll,	1,851 51 74 03 2,149 20	Interest Received, Lawyers, Physicians, &c., Morigages, Deeds, &c.,	419 28 31 00
nterest Received, ividend and Profit, swyers, Physicians, &c.	1,022 25 64 65	Stud Horses, Capital in Trade.	8 00 29 50 5 40
origages, Deeds, &c, tud Horses, ates, &c,	40 00	Pistols and Knives, Dirks and Canes,	\$5 00 1 50
istols and Knives, irks and Canes.	2 00 86 00	Harps,	111 00 27 75 2 00
ilver do,	9 50 160 00 24 75	Pianos, Pleasure Carriages, Playing Cards, Merchants' Capital,	14 00 287 00 2 25
ilver do, anos, Plate, leasure Carriages,	68 00 84 96 285 50	Pediars,	156 77 90 00
ferchants' Capital,	The Control of the Co	Retailers and other Liquor Venders, Venders of Carriages, Turpentine Distilleries,	60 00 · 240 00 · 100 00
Circuses, &c, Betailers,	85 00 180 00	Arrears for 1858,	8 28
The Contract of the Contract o	-	Total amount.	94 909 00

COL. GWYNN'S REPORT. At a meeting of the Directors of the North-Carona Railroad, at Salisbury on the 16th January, 56, a communication was received from Col. Walr Gwynn, Chief Engineer, making a Report and ndering his resignation; whereupon it was, on

otion, unanimously " Resolved, That the same be accepted, to take efct on the completion of the track of the Road;d that the thanks of the Board being due, are ereby tendered to him for his able, efficient and ithful services as Chief Engineer of the North Carina Railroad Company; and that he be tendered, or himself and family, a free passage for life over

It was also ordered, that the President of the Road use to be printed one thousand copies of Col. wynn's Report, and that one hundred copies of the me be furnished to him. We lay the Report in ll before our readers, as follows:

o the President and Directors of the North-Carolina Railroad Company : GENTLEMEN: I have the pleasure to inform you at the Railroad track is now completed with the xception of three miles of rails to be laid, which ork will be performed in a few days. But for the elay in getting the iron up from Portsmouth and harleston, the Road would have been finished du-

The following is a list of the unfinished works: 1. The ware house at Goldsboro', built conjointly ith the Wilmington and Weldon Railroad Cominy. The walls are completed, the roof framed ady to be raised, the tin for the covering is on and and a contract has been made for putting it

2. Engine shed of brick at Goldsboro', not comenced or contracted for.

3. Engine shed at Ruleigh, the walls erected and mber gut for the roof.

4. The walls for the Machine shop raised, and the of framed. 5. Blacksmith shop and Foundery, walls erected

d timber for the roofs contracted for. 6. Carpenter's shop, Engine and Car sheds to be ilt, to complete the arrangements for repairs and e protection of the Coaches and Engines at the ompany's shops.

7. The Steam Engine and machinery for repairs ave been contracted for, and are in an advanced age of construction.

8. Dwellings to be erected at the Company's shops r the Superintendent and operatives. 9. The timber for the ware-houses at McLean's d Jamestown stations gotten out.

10. One section master's house framed, nine to be ilt and timber to be contracted for ;-fourteen ouses for water-station and ware-house hands to be nilt, and timber to be contracted for, and seven ood sheds to be built.

11. A passenger and locomotive shed to be built Charlotte.

12. The bridges west of the Eno, including the idges across the Eno, are not yet weather-board--a contract has been made for the plank. The are-houses and wood-sheds are to be painted, and is desirable that the bridges should be painted as on as they are covered. 13. For a bridge across the Haywood road, near

aleigh, the timber has been contracted for. 14. A map of the line of the Railroad is in proess, shewing the right of way, the dividing lines tween proprietors, and a plat of all the land acnired by the Company.

15. Tracks at the Shops and Turn-outs on the I might here close this communication, for there

little I can say which has not already been comunicated to you and is generally known to the ockholders. But there are some interesting facts cattered through the reports and records of the ompany which, with a view to a more ready referce, I beg leave to embody. I shall do so with the most brevity; my aim being nothing more than bare recapitulation.

1. The Company was chartered on the 27th day January, 1849, with a capital of \$3,000,000—the ate agreeing to subscribe \$2,000,0 0 when \$1,000,-0 of the capital stock should be subscribed for and e-half the amount paid into the hands of the Treaser of the Company. The first condition, requirg the subscription of a million of dollars of the pital stock, was complied with in 1850, and on the th day of July of that year, the Company was ly organized. It is worthy of remark that the hole amount was subscribed by individuals, withat the aid of corporations, the largest subscription us made to any public improvement in the South-

2. The surveys were commenced on the 21st day August, 1850. On the 5th day of May, 1851, the sults, with an estimate of the cost of the Road, ere reported to the Board of Directors, when the cation was decided upon.

3. In July, 1851, the graduation and masonry was t, and on the 11th the ceremony of "breaking ound" was performed at Greensboro', by the Hon. alvin Graves, whose casting vote, as Speaker of the enate, for the Charter of the Company has won for m the appellation of "the pilot who weathered ie storm," although in doing so he sacrificed himelf with Roman devotion to its fury. This interestg ceremony was performed in presence of the ockholders and a large concourse of strangers,-it ay be be justry regarded as an event which will er be memorable in the annals of North-Carolinaera which marks her engaging with earnestness honorable competition with her sister States, in e great work of Internal Improvement, which is raise the State to that rank which the advantages her situation entitle her to hold. The earth which as removed was deposited in a copper-box to be aled up with the Charter of the Company; the ames of the original subscribers to the Stock, the ewspapers and coins of the day, with a scroll conining an Address to be read at the hundredth anversity of the celebration of "breaking ground," ben, and not until then, the seals of the box are to e broken From this memorable day, the 11th of uly, 1851, there has been no faltering or despondncy; all have been united heart and hand in the reat undertaking, the whole State, the entire peole, catching the enthusiasm which it engendered ave come forth in their might and majesty, battling the cause of Internal Improvement, those heretoore signalized as laggards, now pressing forward in ne front rank. On the Southern border an extenve line of Railroad has been commenced; in the nguage of the patriotic and lamented Governor udley, "flanking South-Carolina," and turning orth-Carolina trade to North-Carolina ports .he extension of the North-Carolina Railroad to the ea-board at Beaufort, and west to the Tennessee ne is in progress-proving what I may be pardoned er not resisting the gratification to say, the verity the opinion I expressed in my Report to you of e 5th of May, 1851-of the "entire feasibility and racticability of extending the North-Carolina Railand into Tennessee and to Beaufort," and exempli-

ing the maxim therein laid down in connection ith these important adjuncts to the North-Carolina ailroad, that "what is probable in theory has in ractice always proved true." 4. Returning after this digression to the subject efore me. The Contractors on the North-Carolina ailroad were all stockholders, and with only two r three exceptions entirely destitute of experience the work they undertook; they commenced their optracts very generally in January, 1852, and, on ie 1st of January, 1853, without the aid of a single ollar from the Treasury of the Company, but relyg entirely upon their own credit and means, their nited labor amounted to \$500,000, which, carried the credit of their stock subscriptions, fulfilled e second condition of the subscription on the part the State, and brought her in as a partner in the reat enterprise. This (coupling the subscription of million of dollars by individuals, chiefly farmers, nd working out a half a million upon their own reources) is an achievement unprecedented in the anals of the public works of this or any other counry, and wherever known, (and it should be pub-ished every where,) will disabuse the public mind nd vindicate the energy, enterprise and industry of

e citizens of the State. 5. I have repeatedly said publicly, and perceivg no impropriety in it, I avail myself of this ocsion, to say that, in my experience, now exceedmg thirty years, I have not found on any public work with which I have been connected, a set of Contractors more reliable than those with whom I

and none with whom my intercourse has been so pleasant and agreeable.

6. I consider it proper here to remark that the work, though paid for partly in Stock-the exact ratio of which I am unable to state, though I believe it may be put down at about two-fifths, that is two of Stock to three of cash payments-was originally estimated for, let, and completed at cash prices; and I feel fully justified in stating that the Road has cost less than if let wholly for cash-for the reason that in cash lettings at the South, the work is generally taken by foreigners or non-residents, many of whom are mere adventurers, without means or c edit, who cannot command an adequate supply of labor in the vicinity of the work; that which they do obtain is at an advanced price, proportionate to the distrust of the parties, and the mported labor still higher; it is apparent that these causes tend greatly to enhance the cost of the work, which, if not provided for in the outset, as is rarely, I may say, never fully done, must lead to a failure, and an abandonment of the contrac!, with the invariably attendant consequences of delay, and increased cost. Now when the work is executed, as was the care on the North Carolina Railroad, in small contracts (with the exception of the section extending from Goldsboro' to a point six miles west of Raleigh) by the people on the line of the Road no one undertaking more than he can conveniently perform-there is no unworthy jealousy or rivalry, and no distrust—friends, neighbors and relations far and wide lend a helping hand,—all from one end of the Road to the other being engaged in the same cause, with one common object in view, become united in sympathy and kindly feelings; what one may lack in labor and means his more abundantly supplied neighbor will provide; -.. he Road furnishes a safe market for the whole country adjacent,-the Contractor consumes his own provisions, works his own horses and his own hands—being, as it were, the purchaser of his own surplus products and the hirer of his own horses and hands,-finding remuneration and ample recompense in pay received for his work. It follows then as a necessary consequence and it must appear obvious to every one, that the native Contractor, resident on the line of the Road, and adjacent thereto, can work for a less price than non-residents of the State, who would have to import foreign labor, -and, if white labor, as in all probability it would be,—would cost more than slave labor, besides not being so effective (in the Southern country) by at least thirty per cent. My own experience and observation, sustained by that of skilful and experienced Contractors, fully justifies me in making this comparison and ratio between white and slave labor in the South. I therefore, have no hesitation in saying that the North Carolina Railroad, built as if has been in small contracts, at the Engineer's estimate, by citizens of the State residing on the line of the Road, with the native labor of the State-has cost less than if paid for wholly in eash under the system of public lettings to the lowest bidder. The result, however, will be otherwise when the work is let in large contracts for payments partly in Stock,-and for the simple reason that one man cannot hire a large force as cheaply as twenty or thirty Contractors scattered along the line of the Road residing in the vicinity where the hands would be employed, -nor can he procure his supplies as cheaply; experience has fully proven this every where-and I could, but that it might be deemed invidious, cite examples quite familiar to many in the State.

7. In relation to a comparison of the estimated and actual cost of the Railroad, -in lieu of any observations or collating of my own,-I beg leave to transcribe a statement made by Gov. Morehead, late President of the Company, in a communication to the last General Assembly, which is as fol-

"As by the estimates now submitted, it will appear, that the Road, when fully completed and equipped, will cost, as per exhibit A, \$1,235,300, over and above the three millions; it may seem to those who do not understand the subject, that the original estimate of \$3,405,132, made by the Chief Engineer and adopted by the Board, was wide of the mark, and erroneous in its calculations. "If any such impression be made, it is due to the

Chief Engineer, and to the Board, with whom I had the honor to act in adopting the first estimate, that it be removed. A short examination of the subject will excite surprise at the accuracy of the first esti-

"That estimate was made, to ascertain what sum would be required to construct the Road, and fairly put it in operation, and the Chief Engineer, after estimating that the Roadway would cost \$3,165,332the work-shops and fixtures \$100,000-proceeds to say: 'The number of Locomotives and their trains depend of course entirely on the amount of business, and may be increased as the wants of the Company require. It is not usual to embrace in the original estimates and charge to capital more than barely sufficient to put the Road into operation; and with inconsiderable additions, carry it through, and enable it to do the business of the first year. With this restriction, I submit the following estimate, viz;

tives, six passenger, four baggage and eighty burthen cars, at \$139,800-which sum, added to the two preceding sums, gives \$3,405,132 for the Roadway, equipment and workshops. "The estimates now presented to you are intend-

"The Engineer then estimates for ten Locomo-

ed to show what sum will be required to complete the Road, all necessary buildings and appendages, and to equip it in a style commensurate with its im-

"By these estimates the entire cost will be \$4,-235,300, (being the whole amount contained in exhibit A,) which is \$1,235,300 over and above the three millions already subscribed. By exhibit A, it will be seen the motive power

yet to be contracted for amounts to the sum of By reference to the accompanying printed Report, at page 21, will be seen the mo-

tive power already co tracted for, and

the most of which is already received, which may be put down at a cost of 221,150 Thus making the motive power cost Cost of motive power brought forward, \$510,750

Deduct estimate for motive power in first estimate 139,800 The increase for motive power is \$370,950

lo this may be added the estimate for houses, for overseers and hands, which might be, but ought not to be dispensed with, viz:

Also may be added at least the sum of \$20,-000, rendered necessary in the estimate for additional sheds for Locomotives and 20,00:1

Thus we have the sum of \$410,950 contained in the present estimate, which was not intended to be estimated for in the first.

"The extraordinary rise in the price of iron since the first estimate, could only bave been seen with a prophetic eye. Of the twenty-three thousand tons bought for this Road, 5,000 tons were purchased before the rise, and 18,000 tons since, at an enhanced price of at least \$22 per ton, making the cost for ron at least \$396,000 more than wa Add this sum to the foregoing sum of \$410,950, and we have the sum of \$806,950, which being deducted from the present estimate \$4,235,300, leaves \$3,-428,350. Deduct from this the first estimate of \$3-405,131, and the sum of \$23,218 is left as the discrepancy as to the cost of the Roadway, between the first estimate made before the first shovel of earth was removed, and the second estimate now made, when most of the work is executed. And here let it be remarked, the price of labor and pro-visions have nearly doubled since the first estimate was made."

8. I would say in addition to the above statement, that a change was made in the location near High Point after the publication of the estimate, which involved an expenditure of \$12,000, compensated for by a saving of half a mile in distance-and the expense of passing through the towns on the line, exceeded the original estimate for expenditures, which could not be foreseen, by the sum of \$18,500 - making the sum of \$30,500 not embraced in the estimate; from which subtract \$23,218, reported by Gov. Morehead as the excess of cost over the estimate, and we have \$7,282 in favor of the original estimate. That is, the actual cost falls short of the estimated cost, \$7,182. And I am happy to have it in my power to say from a knowledge of the expenditures which have been made, and those now to be have had to deal on the North Carolina Railroad, | made—that the estimates submitted by Gov. More-

head, as stated in the above extract from his communication to the General Assembly, will prove amply sufficient for the completiion of the Railroad,

with all its buildings and equipments. 9. The ready response of the General Assembly to the application of the Company for an additiona subscription of a million of dollars, is worthy of record and all commendation. The capital Stock of the Company is now \$4,000,000—the State owning

three millions and individuals one million. 10. For my views in regard to the organization for, and the management and "working" of the Railroad, I beg leave to refer you to the "Regulations and Instructions for the government of the Trans-portation Department and the Running of trains, &c., -prepared by the Chief Engineer and adopted by the Board of Directors on the 21st of September

1854," and to my communications to the Board. I would earnestly recommend, as the result of my observations for a long period, that the Company adopt a low rate of speed for their passenger and freight trains. If there is any one proposition in Railway enconomy, and there are, I assure the Board, but few, clearly fully and practically demonstrated, it is the economy of low speeds; -though the precise difference between the cost of transportation due to different degrées of speed has not yet been ascertained, it is usually estimated that the wear and tear of the track and machinery is equal to the squares of the speeds at which the trains are run. The depreciation, then, at 20 miles per hour, would be four times greater than at 10 miles per hour-that is, the wear and tear would be as 4 to 1. The speed upon every Road should be adapted to the amount of business. To the neglect of this rule and the establishment of uniform rates of speed upon most of the Railroads of the country, may be ascribed the small rett earnings of many of them.

11. Having a due regard to the travel and freight on the North Carolina Railroad and to the present condition of the Road, it being new, and the winter season setting in-with every prespect of inclement weather, I would recommend a speed for the passenger trains of 16 miles, and of the freight trains 12 miles per hour; which would require, allowing for stoppages, 161 hours for the run of the mail train through the line.

12. The Road has been opened from time to time, as it reached the several stations in its progress both from the East and West. The receipts fully sustain the expectations of its friends and verify their predictions in regard to its prospective income and

13. The "rolling Stock" on the Road consists of six passenger, eight freights and two gravel locomotives, seven passenger, four baggage, eighty-four box, sixty-six platform, and twenty gravel cars. Some additional locomotives and passenger Cars will be required during the ensuing year. The locomotives were all obtained from the celebrated works of Messrs. Richard Norris & Son. The working parts are all on the same pattern. The workmanship, style and finish fully sustain the high reputation of the builders. I would earnestly recommend no change from the present plan of locomotives, with the single exception of the link motion for the passenger locomotives, - and as an act of justice due to the fidelity, integrity, and liberality of Messrs. Richard Norris & Son, as well as on account of the interest I feel in the success of the Road, I would advise that all future orders be given to them. It will be the best and only means of ensuring similitude in all parts of the machinery, which will result in a great saving to the Company.

14. From the advanced stage of the Road, I presume, and supposing you may also consider that I have complied with my engagements to the Company, and may now with propriety surrender the work into your hands, I respectfully tender you my resignation of the office of Chief Engineer. In taking my leave, as a citizen of the State, and an officer of the Company, I beg permission to tender my thanks to the late and present Executive of the State. to your predecessors, to yourselves and to the Stockholders, for the many manifestations of confidence towards me, and to offer my good wishes for the prosperity of the Company.

I am, gentlemen, very respectfully, your most obedient servant, WALTER GWYNN, Chief Engineer N. C. R. R. Raleigh, January 8th, 1856.

1856.--Spring Importation.

E HAVE JUST RECEIVED, PER SHIP STE-PHEN Crowell, from Liverpool, 118 CRATES OF CHINA AND EARTHENWARE, and, from the Eastern Factories, our usual supply of GLASSWARE, LOOKING-

The st ck, as usual, is large and commanding. Having been imported direct, or purchased on the most favorable terms, we are enabled to, and will, offer the greatest inducements to merchants and others in want of goods in our

An examination of our stock is respectfully solicited.

KERR & MARBURY, Importers and Dealers in China, Glass, Earthenware,

kc., 74 & 75, Sycamore St., Petersburg, Va. Feb. 25, 1 -56.

CARROLL HOUSE,

CHESTERVILLE, S. C. HAT LARGE AND SPLENDID THREE STORY Building on the east side of Chester Depot, is now open for the accommodation of persons travelling by the Cars, or otherwise. The Proprietor is well aware, that nothing short of a well-kept house, will induce custom to

this so recently gotten up; and although very solicitous of patronage, he refrains from those thousand and one promises which have been made, only to be broken by many of his "illustrious predecessors. He confidently hopes, that he will be sustained, and upon trial give that satisfaction and accommodation to the wearied

traveller, that will send him on his way rejoicing.

J. L. CARROLL Important Sale of Land, Negroes, &c.

ON THURSDAY, THE 27th DAY OF MARCH NEXT, on the premises of the late James Busbee, ten miles East of Raleigh, in Wake County, will be sold to the high-A VALUABLE TRACT OF LAND, SITUATE ON NEUSE RIVER, CONTAINING 410 ACRES.

Upon this Tract is a handsome and convenient Dwelling House, with seven rooms, and all necessary out houses. As persons desiring to purchase will no doubt visit the premises before the d y of sale, it is unnecessary to describe it particularly. There is not a more desirable residence to live at, or a more desirable tract of land for farming purposes, in the State. Will be sold at the same time, SEVEN LIKELY NEGROES,—MEN, WOMEN AND

BOYS. Also, 150 Barrels of Corn, a large lot of Bacon, Fodder, Shucks, Peas, and everything that is usually made on a farm. All the Stock of Horses, Mules, Cattle, and Hogs,

HOUSEHOLD AND KITCHEN FURNITURE, Agricultural implements, &c., comprising everything necessary to keep house, or carry on a farm.

TERMS. The Land will be sold on a credit of 12, 18 and 24 months, bonds bearing interest satisfactorily secured. Title withheld until the purchase money is paid. For all other sales, for sums under ten dollars, Cash. All su us over ten and under one hundred dollars, a credit of six men hs. For all sums over one hundred, and under five hundred dollars, a credit of nine months, and for all su ns over five hundred dollars, a credit of twelve months, —purchasers giving bond with approved security, before the delivery of the property.

February 25, 1856. Persons desiring to visit the premises can do so at any time, by application to his brothers, or to the undersigned, at Auburn, Wake county.

CTATE OF NORTH-CAROLINA.-PREQUI-February term, 1º56.-The legatees of James Gilbert vs. the heirs at law of the same .- Probate of Will.

A paper writing, purporting to be the Will of James Gilbert, deceased, late of Perquimans county, being offered for probate, and it appearing to the Court that Eliza Willbanks, the only heir at law of said James Gilbert, is not an inhabitant of this State: on motion it is ordered that publication be made for six weeks, in the North-Carolina Standard newspaper, for the said Eliza Willbanks, and all other heirs at law of the said James Gilbert, to be and appear at the next term of this court, to see and hear proceedings in Witness: Thomas Wilson, clerk of our said court, or

the second Monday of February, in the year of our inde-pendence, the 80th, A. D. 1856. THOS. WILSON, C. C. C. March 4, 1856. 1114-w6w.

STATE OF NORTH CAROLINA .- PITT County.—Court of Pleas and Quarter Sessions, February term, 1856.—John S. Easton vs. William K. Delaney and wife, and others.—Petition for division of lands. In this case, it appearing to the satisfaction of the Court, that John Kennedy and Warren Kennedy, party defendants in this suit, are non-residents of this State; it is ordered that publication be made for six successive weeks, for said defendants to appear at the next term of the Court of Pleas and Quarter Sessions, to be held for the County aforesaid, at the Court House in Greenville, on the first Monday of May next, then and there to plead answer, or Monday of May next, then and there to plead, answer, or demur, or this notice will be taken pro confesso, and peti-W tness: H. Shepperd, Clerk of our said Court, at office, in Greenville, the first Monday in Fohrman 1913.

E SHEPPERD, Clark

A PROCLAMATION. BY HIS EXCELLENCY THOMAS BRAGG, GOVER. NOR OF THE STATE OF NORTH-CAROLINA

WHEREAS, an act was passed by the last General Assembly of this State, by a vote of three-fifths of all the mem-bers thereof, a duly certified copy of which is as follows: AN ACT to amend the Constitution of the State of North

Whereas, A large number of the people are disfranchis.
ed by the freehold qualification now required of voters for members of the Senate. Therefore, Sec. 1. Be it enacted by the General Assembly of the State of North Carolina, and it is hereby enacted by the authority of the same, (three-fifths of the whole number of members of each House concurring,) That the 2nd clause of the 1st section of the 1st article of the amended Constitution, ratified by the people of North Carolina on the second Monday of November, in the year of Our Lord eighteen hundred and thirty. five, shall be amended to read as follows: Every free white man of the age of twenty-one years, being a native or nat-uralized citizen of the United States, and who has been an inhabitant of the State for twelve months immediately pre-ceding the day of any election, and shall have paid public taxes, shall be entitled to vote for a member of the Senate for the district in which he resides. Sec. 2. Be it further enacted, That the Governor of the

SEC. 2. Be it further enacted, That the Governor of the State be, and he is hereby directed to issue his proclamation to the people of North Carolina, at least six months before the next election for members of the General Assembly, setting forth the purport of this act, and the amendment to the Constitution herein proposed, which proclamation shall be accompanied by a true and perfect copy of the act, authenticated by the certificate of the Secretary of State, and both the proclamation and the copy of this act, the Governor of the State shall cause to be published in tea newspapers of this State, at least six months. lished in ten newspapers of this State, at least six months before the election of members to the General Assembly. Read three times and ratified in General Assembly this

3d day of February, 1855. SAM'L P. HILL, Speaker of the House of Commons. WARREN WINSLOW, State of North Carolina, Office of the Secretary of State, I. William Hill, Secretary of State, in and for the State of North Carolina, do hereby certify that the foregoing is a true copy of the original as ratified and on file in this of-

Given under my hand this 24th day of January, 1856 W. HILL, Secretary of State. Now, therefore, in conformity to the Constitution of the State and the requirements of the aforesaid act, I do issue this my Proclamation, making known to the people of North Carolina the provisions of said act and the amendment thereby proposed to be made to the Constitution of the State, and do cause the same to be published in ten news. papers of this State six months before the election of members of the next General Assembly.

In testimony whereof I, Thomas Bragg, Governor of the State of North Carolina, have hereto set my [L. S.] hand and caused the great seal of the State to be hereto affixed. Done at the City of Raleigh, this the 24th day of January, A. D., 1856, and in the 80th year of our Independence.

THOS. BRAGG.

By the Governor: PULASKI COWPER, Private Secretary.

Raleigh, January 24, 1856.

UNITED STATES MAIL.

POST OFFICE DEPARTMENT. DROPOSALS FOR CONVEYING THE MAILS OF the United States; from July 1, 1856, to June 30, 1850, in the State of NORTH CAROLINA, will be received at the Contract Office of this Department until 3, p. m., of April 14th next, to be decided by the 7th May following, on the

19-6m.

routes and in the time herein specified. NORTH CAROLINA. From July 1, 1856, to June 30, 1859, From Clinton, in Sampson county, to George Rob-inson's, 14 miles and back, once a week.

Leave Clinton Monday at 7 a m; Arrive at Robinson's same day by 12 m; Leave Robinson's Monday at 1 p m; Arrive at Clinton same day by 6 p m. 5839 From Eagle Rock to Earpsboro', 8 miles and back, once a week. Leave Eagle Rock Monday at Sam;

Arrive at Earpsboro' same day by 11 a m; Leave Earpsboro' Monday at 12 m; Arrive at Eagle Rock same day by 3 p m. From Goldsboro' to Jericho, 15 miles and back, once a week.

Leave Goldsboro' Monday at 7 a m; Arrive at Jericho same day by 12 m; Leave Jericho Monday at 1 p m;

Arrice at Goldsboro' same day by 6 p m.
From Hendersonville, by James Davison, Big Wilton, Thomas Asteen's' on Crab Creek, Minjah Thomas's, on Little River, and Cæsar's Head, to Pumpkintown, S. C., 38 miles and back, once a

Leave Hendersonville Tuesday at 6 a m : Arrive at Pumpkintown same day by 8 p m; Leave Pumpkintown Wednesday at 6 a m; Arrive at Hendersonville same day by 8 p m. From Hookerstown, by Snow Hill, to Kinston, 21

miles and back, once a week. Leave Hookerstown Saturday at 1 p m; Arrive at Kinston same day by 8 p m; Leave Kinston Saturday at 5 a m: Arrive at Hookerstown same day by 12 m.

From Monroe, by Morgan's M.lls, to Salisbury. Bidders will state distance, and propose a schadule of departures and arrivals.

From Newton, by the Sulphur Springs, to Lenoir, 26 miles and back, once a week.

Leave Newton Tuesday at 7 a m; Arrive at Lenoir same day by 7 p m; Leave Lenoir Wednesday at 7 a m;

Arrive at Newton same day by 7 p m.
From Shelby, by Mull's Store, to Morgantown, 45 miles and back, once a week. Leave Shelby Monday at 7 a m; Arrive at Morgantown next day by 12 m; Leave Morgantown Tuesday at 2 p m; Arrive at Shelby next day by 6 p m.

5846 From Sill's Creek, by Harrell's Store, to Lisburn, 20 miles and back, once a week. Leave S.ll's Creek Wednesday at 8 a m; Arrive at Lisburn sam: day by 6 p m;

Leave L sburn Thursday at 8 a m; Arrive at Sill's Creek same day by 6 p m. For particulars as to conditions to be incorporated in the contracts, bidders may see pamphlet advertisement for conveying the mails in Virginia, North Carolina, South Carolina, Georgia, and Florida, dated January 12th, 1855.

JAMES CAMPBELL. Postmaster General. 1113-4wt.

Valuable Tract of Land for Sale in Warren GEORGE D. BASKERVILLE, AND OTHERS -exparte. In Warren Court of Equity. Petition By virtue of a decree made in the above cause at Octo-

ber Term, 1854, of Warren Court of Equity, and renewed at April and October Terms, 1855, I shall offer for sale to the highest bidder, at public auction, at Ridgeway Depot, on Wednesday the 9th day of April next, on a credit of one, two and three years, with interest from the day of sale, the large and valuable landed estate on which George D. Baskerville, Esq., formerly resided, known as Blooms-bury, and located near the upper end of Warren county, in a wealthy and intelligent neighborhood.

This tract contains 1500 hundred acres, admirably wa-tered, and embracing every variety of soil common to the

neighborhood, from red stiff to light grev, enough well-drained low grounds of superior quality to produce \$00 barrels of Corn and from 50 to 60 acres of high land, which has been improved for Tobacco; a portion of the Corn land is fresh, much of it in fine heart, and with a traling ex-ception, the whole plantation has rested without grazing the last two years. It is, therefore, in excellent condition for the production of every variety of crop the ensuing season. There is a fair proportion of wood land on the tract, part of it very superior, and the clearings have been made with an eve to convenience in here the season. made with an eye to convenience in keep ng up the fencing. Like every other so large estate it embraces some worn land, but there is no more improvable soil, and with the use of Guano very heavy crops of Wheat could be raised. This fertillizer has been extensively used on this and adjoining tracts with astonishing results in the increase of production. The Raleigh & Gaston Railroad runs within 300 yards of this land, and the settlement on it is about two miles from Ridgeway Depot, and eight from the town of Warrenton. The dwelling is large and commodious, the out-houses numerous and well arranged, and the whole may be put in good repair without heavy expense. The well known healthiness of Warren renders it unnecessary to say anything on this head. It will be offered in one or more tracts as may be deemed advisable. Bonds with approved security will be required for the purchase money. C. M. COOK, C. M. E.

Warrenton, N. C., Feb. 29, 1856. 1114-wow. BOOKER & COLE, (South-West Corner of Market Square.)

PAYETTEVILLE ST., RALEIGH, N. C. THE UNDERSIGNED HAVING PURCHASED the entire interest of Gully & Booker will continue to keep on hand a large, new, and well selected stock of Dry Goods, Hats, Caps, Boots, Shoes, Sole and Upper Leather, a good assortment of Hardwares, &c., &c. Together with a large and well-selected stock of Groceries, such as the following articles: Laguira, Rio, and Java Coffees, Crushed, Pulverised, and Brown Sugars, Teas of various brands and qualities, a good assortment of Soaps, Bacon, Lard, Flour, Meal, and corp, with many other articles too numerous

and corn, with many other articles too numerous to mention—indeed, everything usually kept in such an establishm

We return our sincere thanks to the public for the liber-al patronage bestowed on our predecessors, and hope to merit a continuance of the same. If Gice us a call and examine our Stock for your Our motto is "QUICE SALES AND SMALL PROPITS FOR

P. P. BOOKER, J. W. COLE. Raleigh, January 4, 1856.

WILL ATTEND AT THE MAYOR'S OFFICE, IN this City, on Tuesday, the first day of Ap il lext, to take the City Tax List for the present year.

WM. DALLAS HAYWOOD, aver.

Baygo, March 4, 1866.